BALTIMORE/WASHINGTON INTERNATIONAL Thurgood Marshall AIRPORT

Maryland Aviation Administration

Division of Noise, Real Estate and Land Use Compatibility Planning

Quarterly Noise Report

Third Quarter 2011

CONTENTS

DEFINITIONS

Airport Noise Zone (ANZ): The area surrounding the airport where aircraft noise levels are equal to or greater than DNL 65

Code of Maryland Regulations (COMAR): Requires the MAA to control residential and commercial development in the ANZ

Decibel (dB): A logarithmic unit of measurement of sound intensity. "A" weighted decibels have been adjusted to account for the response of the human ear to certain sound levels

Day-Night Average Sound Level (DNL): A measurement unit of 24 hours of noise (midnight to midnight) that accounts for the increased impact of night-time noises

Sound Exposure Level (SEL): A term used to describe the total sound energy from a single aircraft noise event. It takes into account both the maximum noise level (Lmax) and the duration of the event

This report was prepared by the Division of Noise, Real Estate and Land Use Compatibility Planning of the Maryland Aviation Administration. 410.859.7375

Third Quarter 2011

SUMMARY

This report provides a review of the aviation noise abatement program for the third quarter of 2011 (July 1 to September 30). Included in this report are updates on the various types of aircraft operations, noise levels at the permanent noise monitoring sites, and a summary of complaints received about aircraft noise.

Average daily jet flights were approximately 693 per day during the 3rd quarter of 2011, compared to 651 per day for the 3rd quarter of 2010, an increase of 6%.

- Night-time operations averaged 82 per night for the 3rd quarter of 2011, compared to 57 per night during the 3rd quarter of 2010.
- The percentage of re-certified (hush-kitted) aircraft operating at Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall) was .6 percent during the 3rd quarter of 2011, compared to 1.6 percent during the 3rd quarter of 2010.
- Aircraft noise levels at four permanent monitoring sites were higher than during the previous quarter; four were lower; five were the same.
- There were a total of 210 calls/emails to the Airport Noise Hotline/e-mail account during the 3rd quarter of 2011. The unusual number of complaints was mainly due to runway closures associated with a Runway Safety Program required by the Federal Aviation Administration.
- The Airport operated in west flow for 70 percent of the time during the 3rd quarter of 2011.

Aviation News Items of Interest:

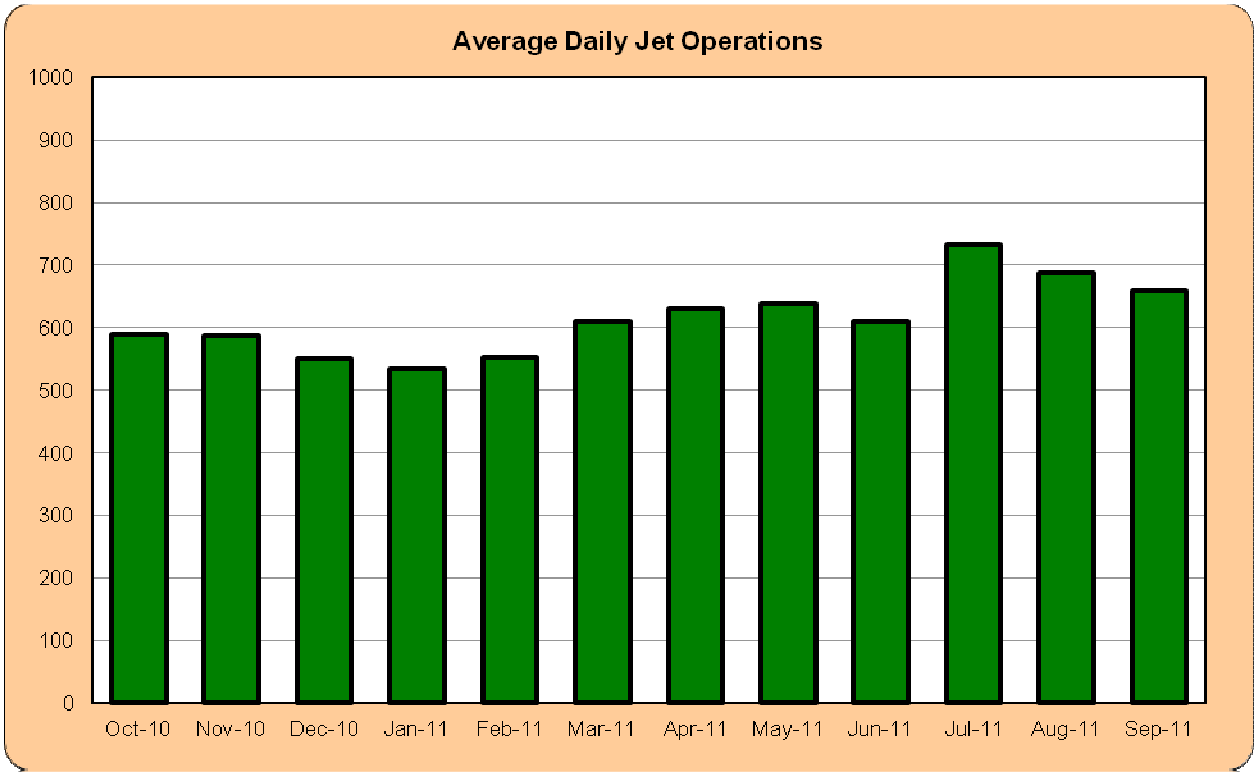
- AirTran Airways, a wholly owned subsidiary of Southwest Airlines, will be offering nonstop service on Saturdays and Sundays between Baltimore/Washington International Thurgood Marshall Airport and Aruba. This service is scheduled to start on December 17, 2011.
- The Federal Aviation Administration (FAA) approved production of the Boeing 787 Dreamliner. The Boeing 787 is a medium-size commercial transport airplane and it is the first in the world to use composite materials for most of its construction. The aircraft will use 20% less fuel and produce less noise compared to similarly sized airplanes.
- The FAA has entered into a Memorandum of Understanding (MOU) with Australia's Department of Resources, Energy and Tourism to continue research and development of clean sustainable alternative aviation fuels. The U.S. and Australia will exchange information about policies, programs, projects, research results and publications and will conduct joint studies in areas such as fuel sources and environmental impacts.

Third Quarter 2011

AIRPORT OPERATIONS

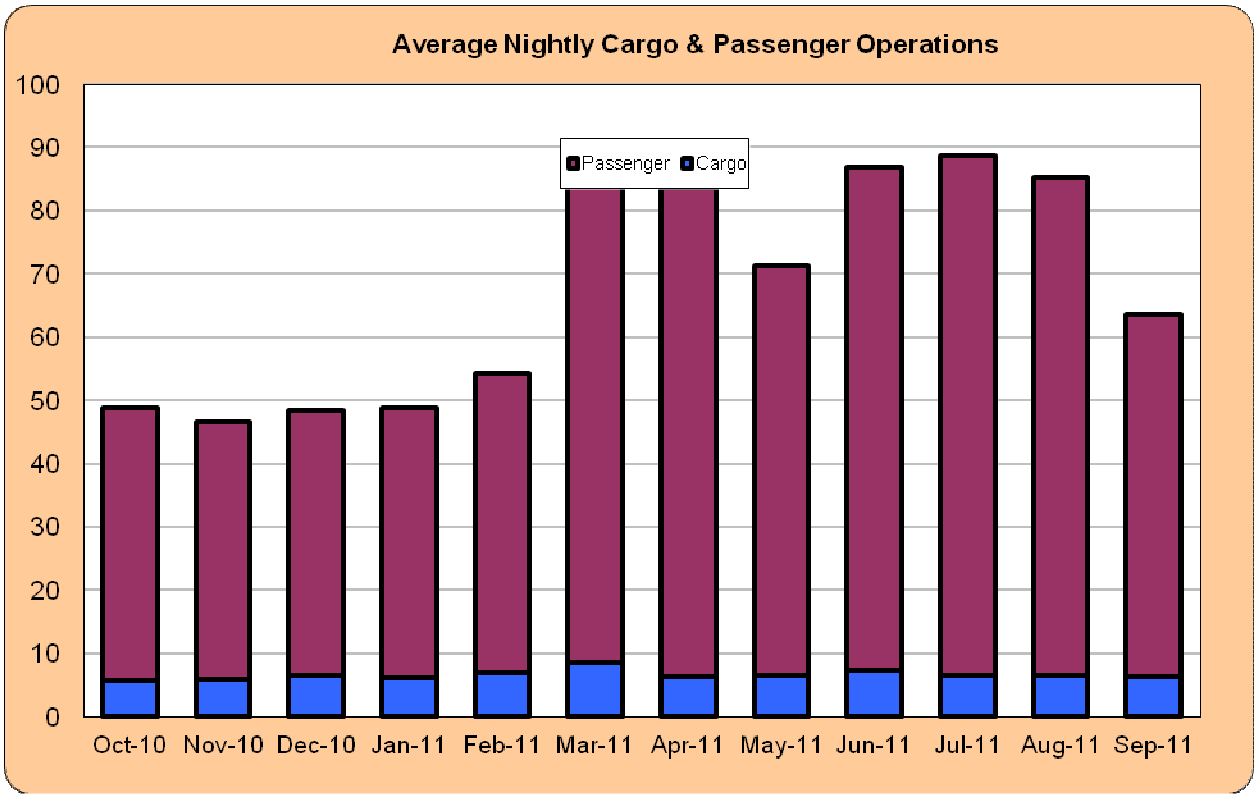
This section provides information on various types of aircraft operations at BWI Marshall, including the percentage of re-certified aircraft operating at the airport, and the percentage of aircraft operations on each runway.

The graph below shows the average number of daily jet flights for each month, including arrivals and departures by air carrier aircraft. Twenty-four hours of flights each day are averaged for each month to arrive at the results. The average daily number of jet operations during the 3rd quarter of 2011 was 693, compared to 651 for the 3rd quarter of 2010, an increase of 6%.



Third Quarter 2011

This graph shows night-time air-carrier jet and cargo operations. A night-time operation is defined as an arrival or departure that occurs between the hours of 10 p.m. and 7 a.m. The average number of night-time jet operations was 73 per night during the 3rd quarter of 2011, compared to 58 per night for the 3rd quarter of 2010. The average number of night-time cargo operations was approximately 6 per night for the 3rd quarter of 2011, and 7 for the 3rd quarter of 2010.

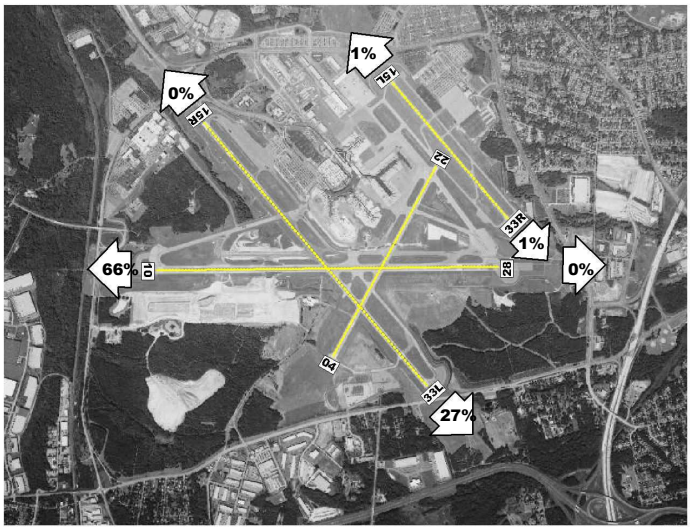


Third Quarter 2011

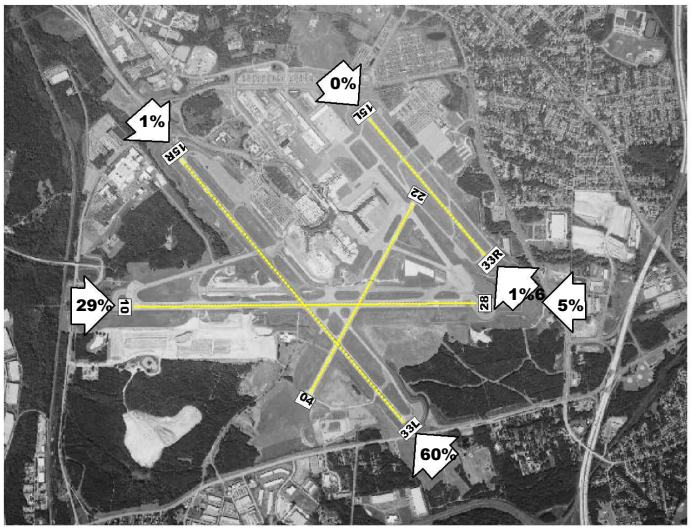
Runway Use

The MAA implemented the Preferential Runway Use System to minimize the impact of aircraft noise on neighboring communities. Aircraft departures in west flow are more desirable since a smaller population is impacted by aircraft noise than when in east flow. Wind direction, weather and operational factors determine the direction of air traffic flow. Aircraft take off and land facing into the wind for operational and safety reasons. During west flow large jet aircraft take-off primarily from Runway 28 and land on Runway 33L. During east flow large jet aircraft take-off primarily from Runway 15R and land on Runway 10. The figures below show percentages of runway use for this quarter for all jets. Historical trends for prevailing winds result in an annual average west flow of approximately 70 percent.

Jet Departures by Runway



Jet Landings by Runway



Flight Corridors

The following three pages show flight corridors (air traffic patterns) for the following operations:

- all jet departures in west flow
- all jet departures in east flow
- all jet arrivals

The data used to create the flight corridor maps was taken from the aircraft noise and flight track monitoring system located in the Division of Noise, Real Estate and Land Use Compatibility Planning. Each map shows the average number of flights per day for each corridor, the percentages of arrivals or departures for each corridor, and the number of days with no flights. The category “all jets” includes commercial air carrier aircraft and private and corporate jets.

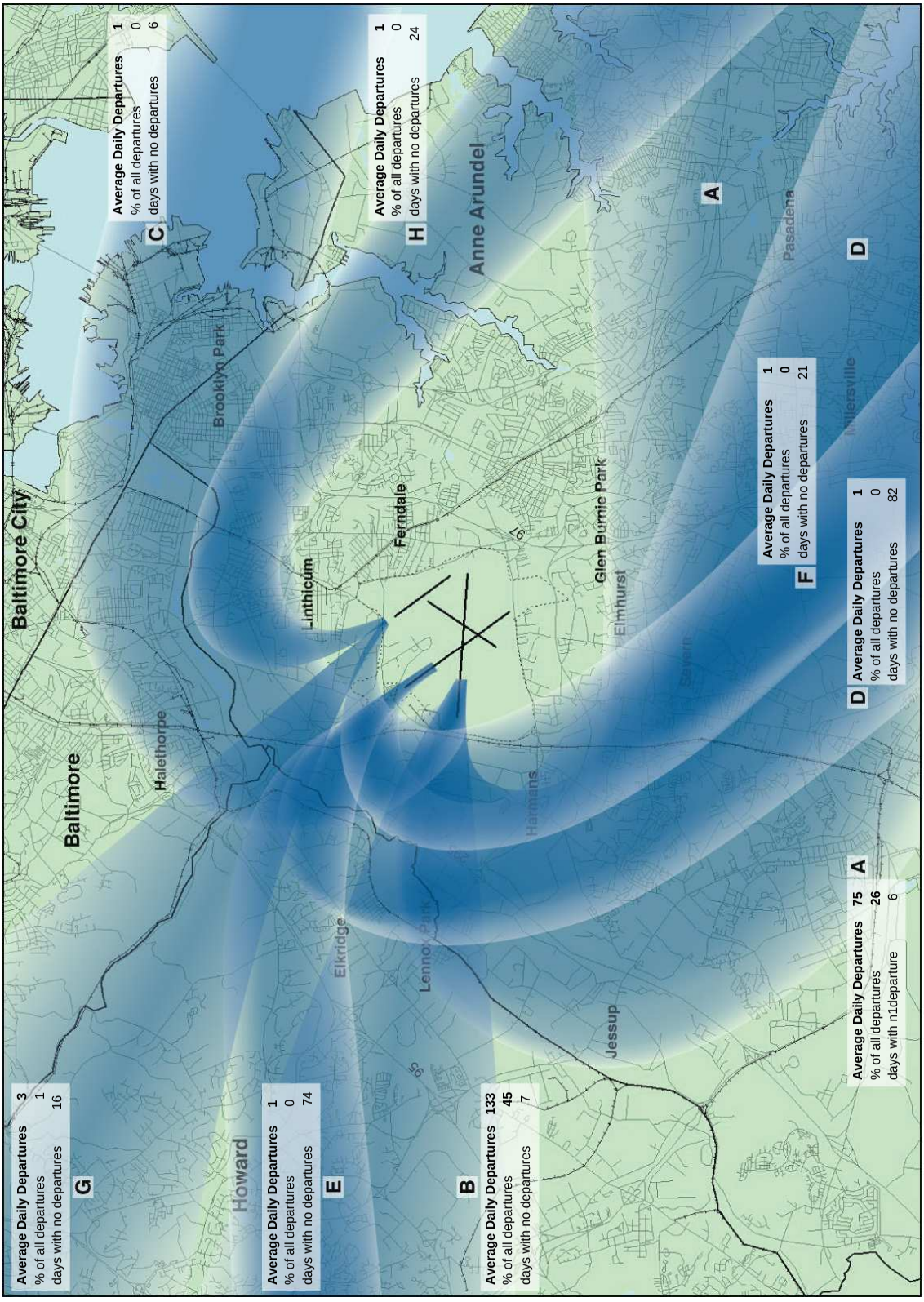
The purpose of the corridor maps is to show the actual flight patterns in use at BWI Marshall, and the average number of daily flights for each pattern for the quarter.

Jet Departures in West Flow shows that the most commonly used departure pattern in west flow was corridor B, accounting for 45 percent of all departures, averaging 133 departures per day.

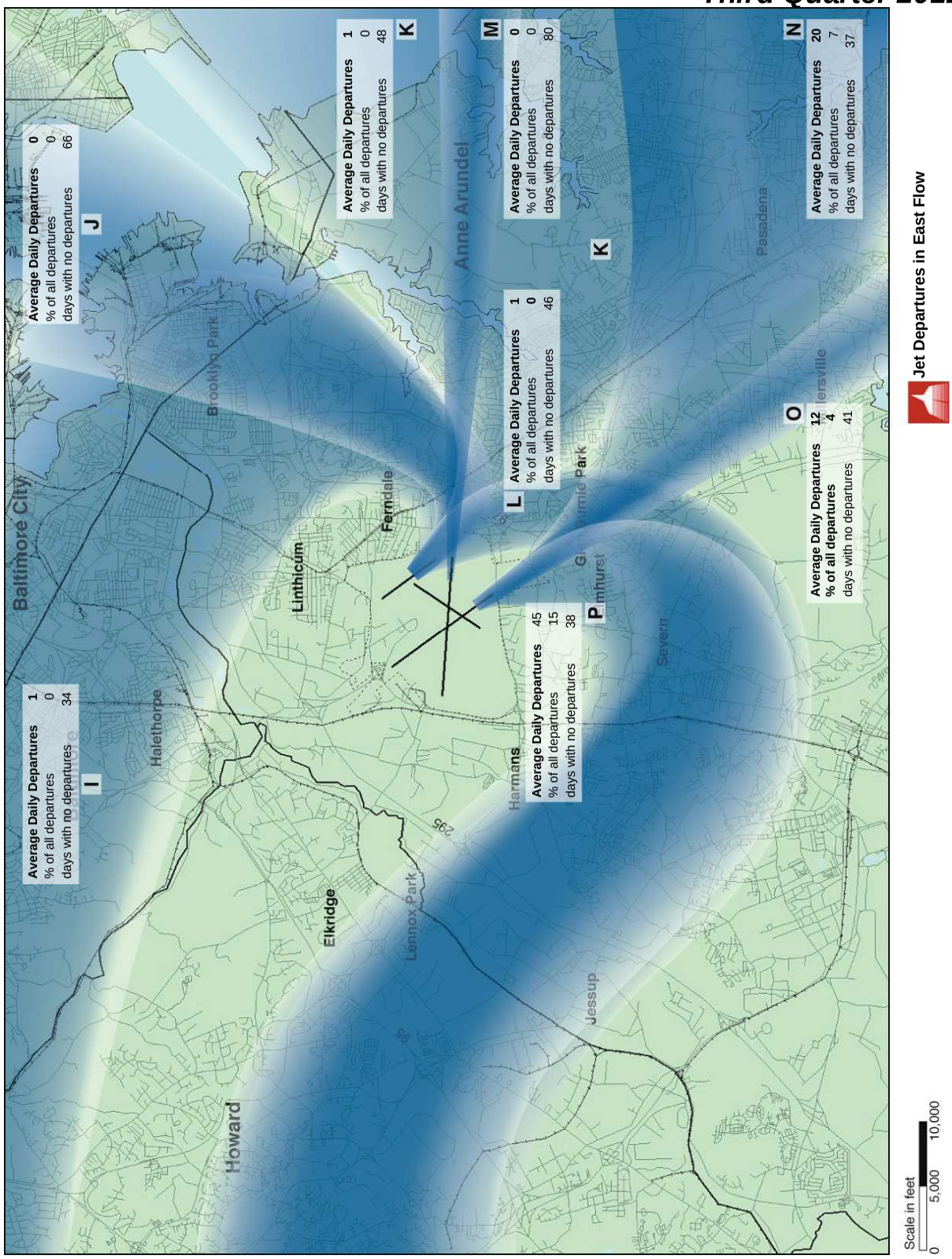
Jet Departures in East Flow shows that the most commonly used departure pattern in east flow was corridor P, accounting for 15 percent of all departures, averaging 45 departures per day.

All Jet Arrivals shows that the most commonly used arrival pattern was corridor B, accounting for 58 percent of all arrivals, averaging 180 arrivals per day.

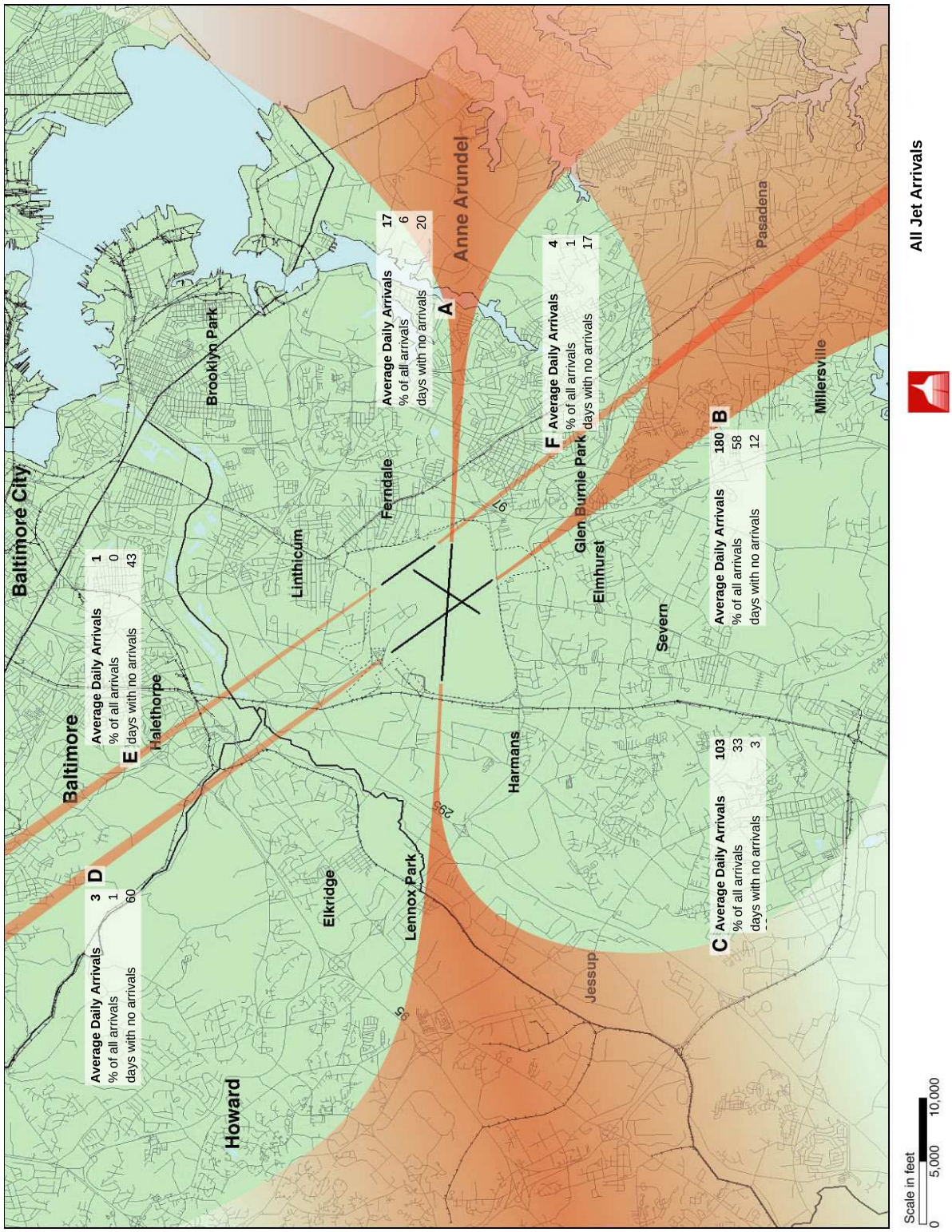
Third Quarter 2011



Third Quarter 2011



Third Quarter 2011

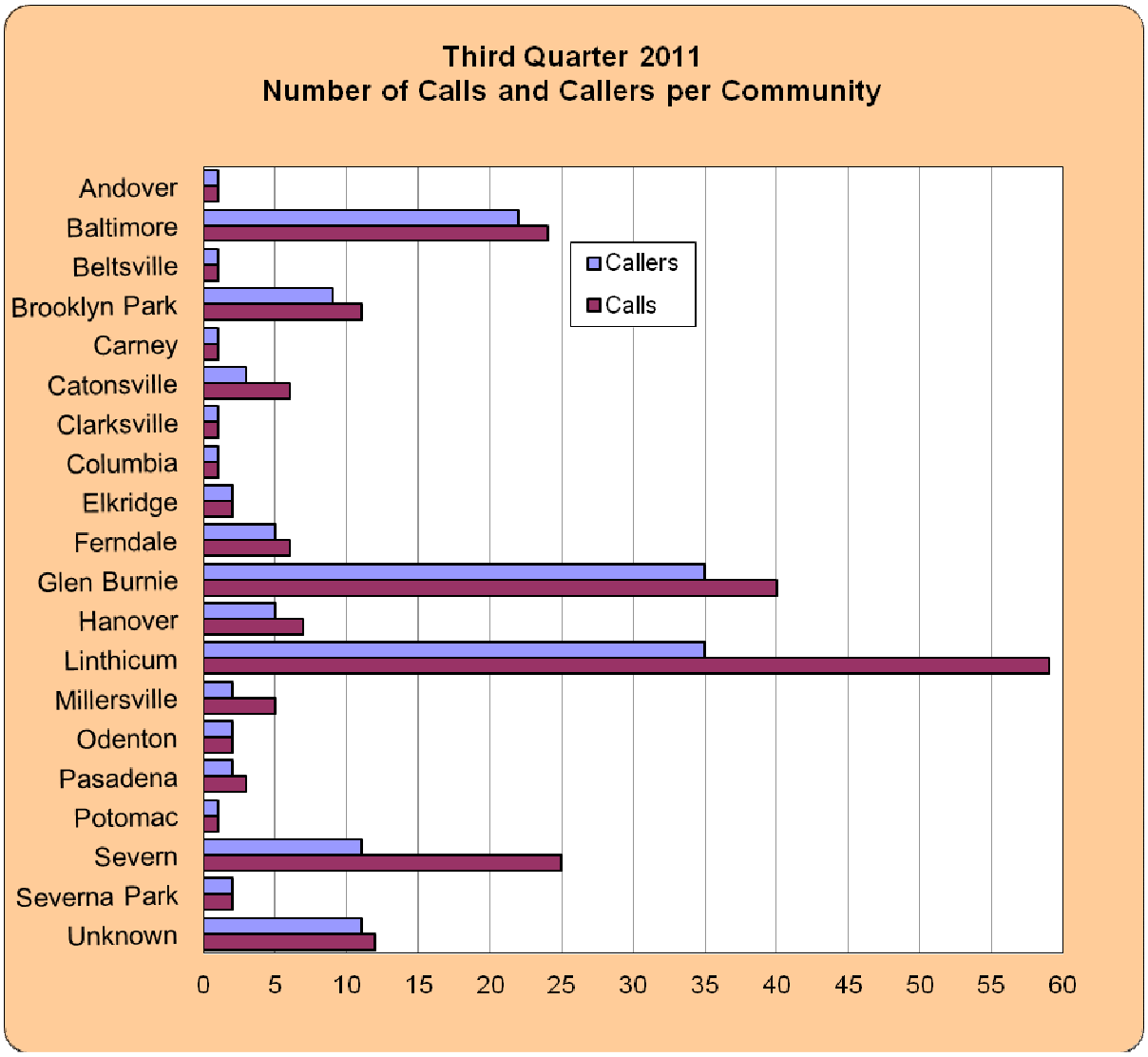


Third Quarter 2011

AIRPORT NOISE HOTLINE CALLS

The MAA maintains a 24-hour Airport Noise Hotline at **410-859-7021**. Staff is available during normal business hours to discuss aircraft noise complaints directly with callers. Voicemail is available for recording noise complaints at night and on weekend. The graph below shows the number of calls and callers per community for the quarter.

There were 210 calls (152 callers) to the Airport Noise Hotline during the 3rd quarter of 2011 compared to 32 calls (24 callers) during the 3rd quarter of 2010. There were an unusual number of runway closures during this time period due to a Runway Safety Project required by the FAA. This accounts for the increase in noise complaints for this quarter.



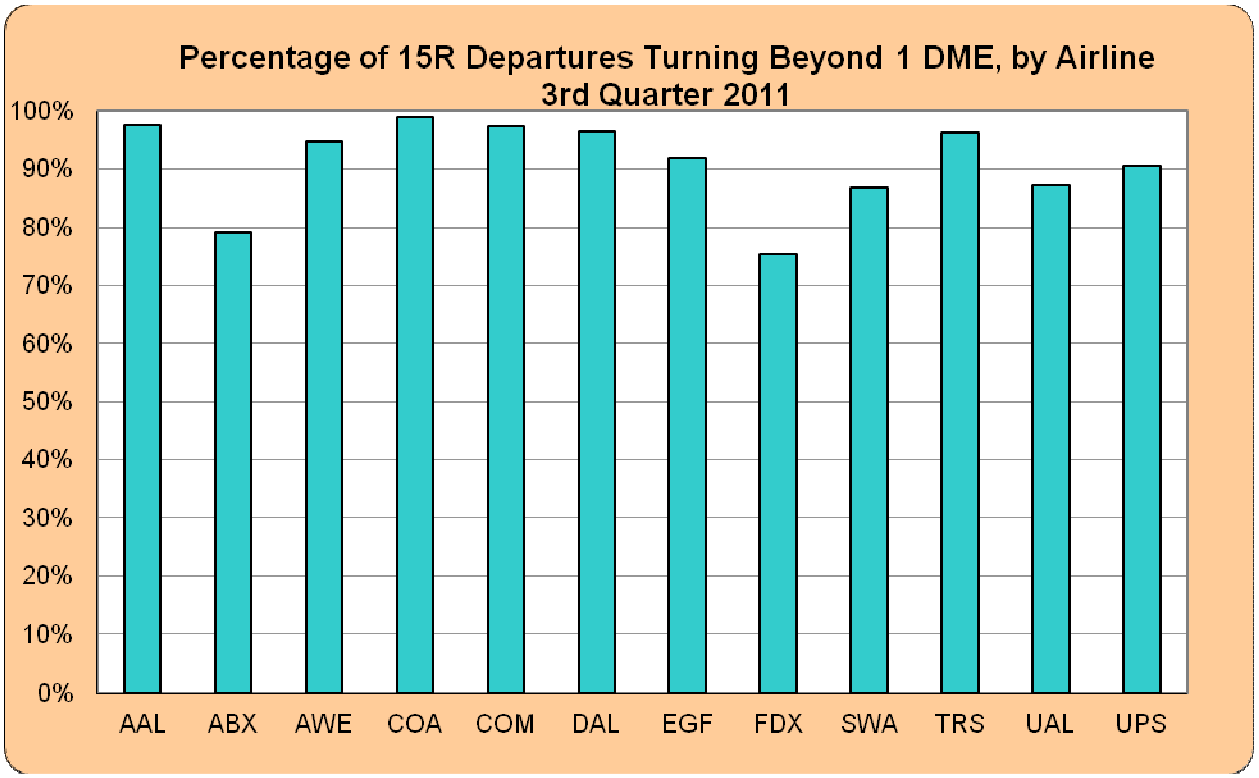
Third Quarter 2011

OBSERVANCE OF NOISE ABATEMENT PROCEDURES

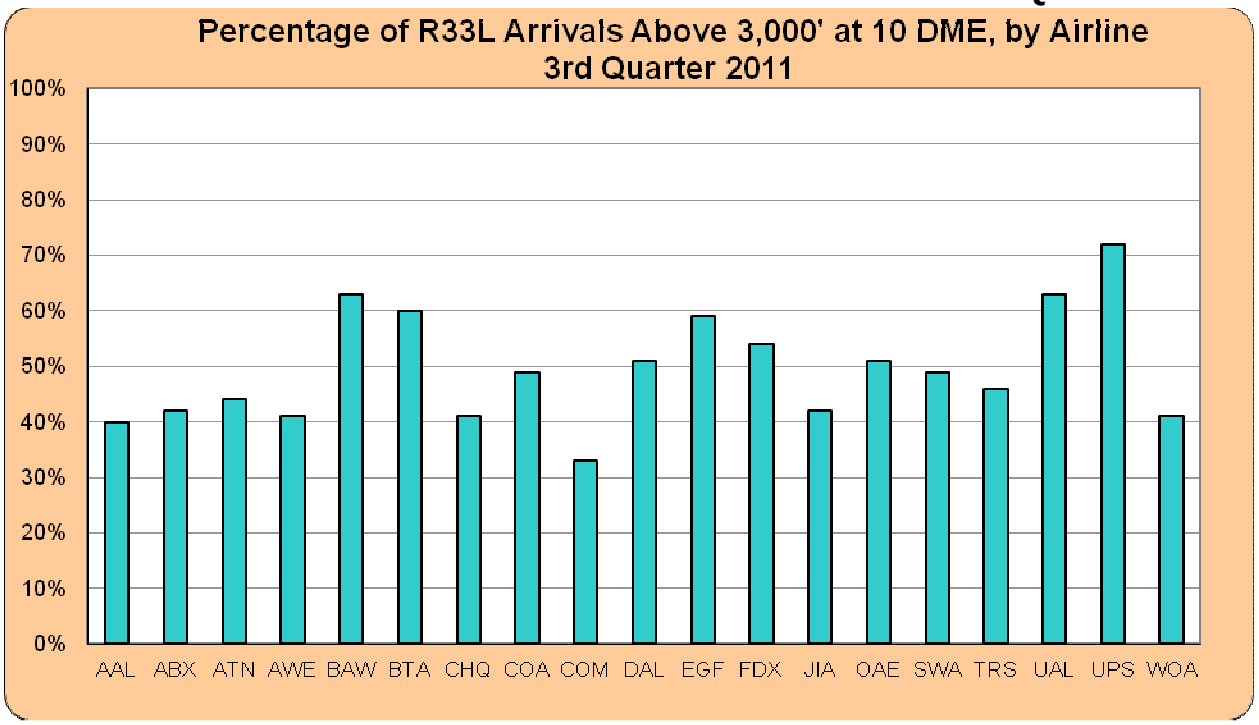
In order to encourage on-going compliance with the voluntary noise abatement procedures developed for BWI Marshall, a Quarterly Airline Performance Report is generated for the major carriers and cargo operators. Data is obtained from our noise and flight track monitoring system and the three noise abatement procedures of most interest to the local communities are evaluated. These procedures are:

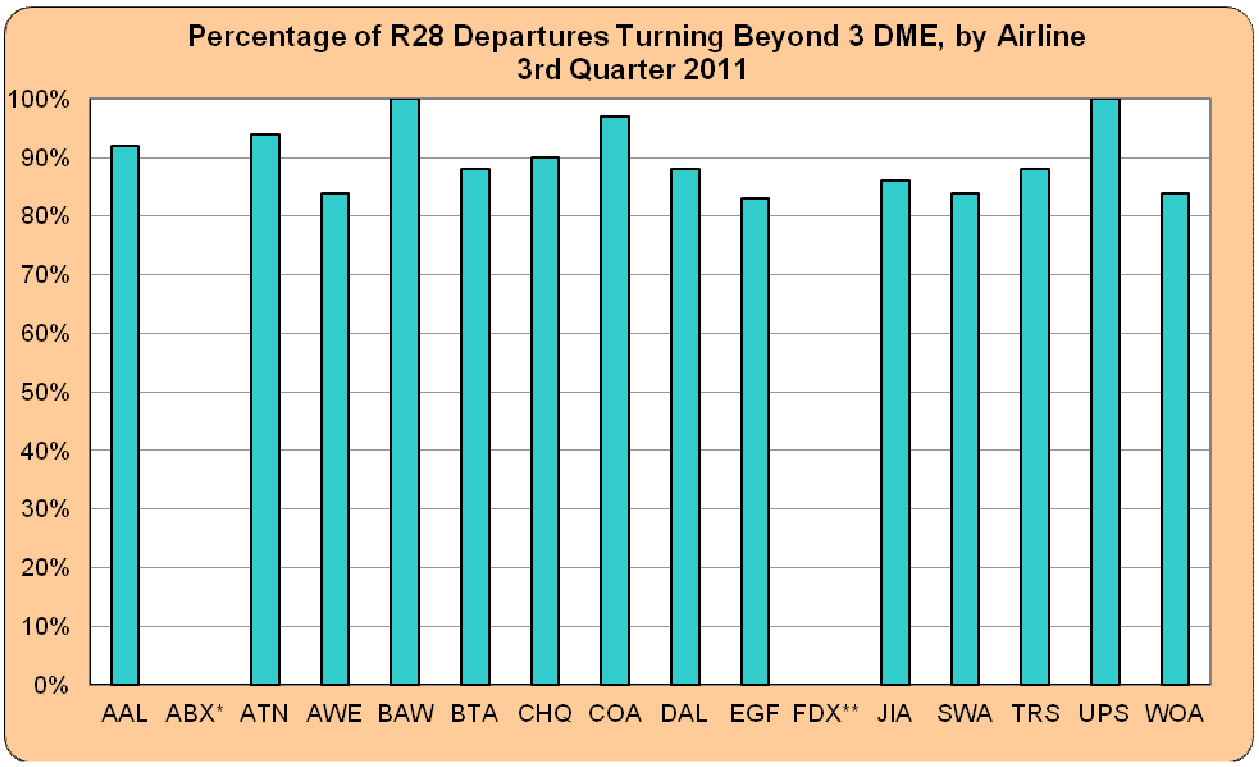
1. Runway 15 Right departures initiating their right turns at, but not prior to, 1 DME
2. Runway 33 Left Visual Approach arrivals maintaining 3,000 feet altitude or higher until reaching 10 DME from the Airport
3. Runway 28 departures initiating their turns at, but not prior to, 3 DME

The following graphs were derived from the Quarterly Airline Performance Report for the 3rd quarter of 2011. They show the percentage of flights for each airline which comply with each of the three procedures. DME stands for Distance Measuring Equipment, and is measured slant-range from the navigational aid located near the center of the Airport. One DME is one nautical mile.



Third Quarter 2011





*ABX – two flights used this runway. **FDX – one flight used this runway.

Third Quarter 2011

COMMUNITY OUTREACH

The MAA engages in on-going efforts to enhance the level of communication and interaction between the Airport and area residents. The MAA Community Outreach Programs encourage the exchange of information between the MAA and local community groups and residences by providing a contact point for listening to and responding to Airport-related community concerns. These programs also supplement the efforts of the BWI Marshall Neighbors' Committee to promote the active participation of local residents in Airport issues.

The Division of Noise, Real Estate and Land Use Compatibility Planning keeps track of services provided to the local community to promote public education and communication, and of the number of responses to public concerns regarding aviation noise. Specific services or activities provided by the MAA and the Noise Abatement Office are listed below, along with the number of contacts.

Public Education Events & Activities during the 3rd Quarter of 2011

Committee Meetings	1
Community Meetings	2
Community Noise Monitoring Reports	0
Airport Zoning Permits	40
Mailings	3

COMMUNITY ENHANCEMENT GRANT PROGRAM

Maryland Senate Bill 276 established an 11-member "Citizens Committee for the Enhancement of Communities Surrounding Baltimore/Washington International Thurgood Marshall Airport." The intent of this legislation is to provide some benefit to those citizens living in communities impacted by the daily operation of BWI Marshall by allowing them the opportunity to apply for grants for transportation-related projects such as sidewalks, speed humps, street lights, etc. These communities must be located within the most recently certified Airport Noise Zone or within two miles of the outermost noise contour.

The Community Enhancement Grant Committee met on August 16, 2011. They reviewed one grant application submitted by Mill Race Property Owner's Association for asphalt repairs and speed humps. The Committee recommended approval of this grant in the amount of $54,837.

Third Quarter 2011

NOISE MONITORING PROGRAM

The MAA operates a permanent noise monitoring system that operates 24 hours per day, seven days a week. The noise monitoring equipment in place at BWI-Marshall was installed in the late 1980's and is approaching the end of its useful life due to the age of the equipment and the inability to obtain replacement parts. The MAA is currently in the process of selecting a new system to be installed within the next 24 to 36 months. Until that time, we will continue to collect noise data and report, in table format, the finding from all equipment which is still operational. The individual noise monitor graphs will be discontinued until the new system is installed.

The map on the next page shows the locations of the noise monitors and the measured noise levels at each location. The term **DNL** (symbolized as "Ldn" in mathematical equations) means **Day-Night Average Sound Level**, and is used to report aircraft, community and total noise levels. DNL is defined as the cumulative sound energy averaged over a twenty-four hour period, with ten-decibels (dB) added to noise events which occur between the hours of 10 p.m. and 7 a.m. This penalty accounts for the greater impact of noise events which occur at night. DNL is measured from midnight to midnight.

The map on the following page shows the quarterly Aircraft (A), Community (C), and Total (T) DNL values at each site. At some sites community or environmental noise levels (street traffic and other neighborhood noises) exceed aircraft noise levels.

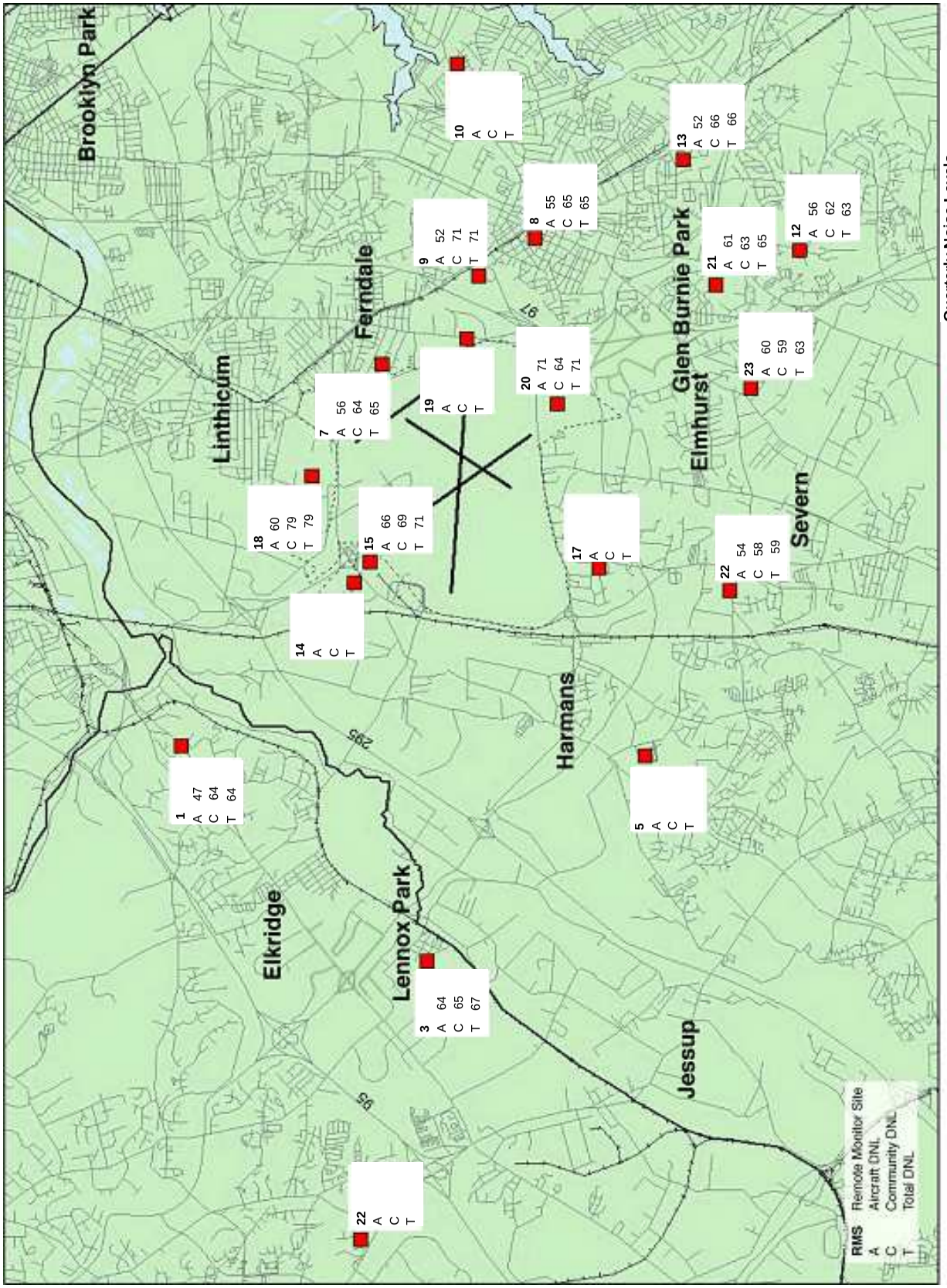
BALTIMORE/WASHINGTON INTERNATIONAL Thurgood Marshall AIRPORT

Maryland Aviation Administration

Division of Noise, Real Estate and Land Use Compatibility Planning

Quarterly Noise Report

Third Quarter 2011



Quarterly Noise Levels

Sites 2, 4, 11, and 16 have been taken out of service and will be re-located.
Sites 5, 10, 14, 17, 19 and 22 have malfunctioned and are being repaired.

Third Quarter 2011

Quarterly Noise Measurements*

Site		Aircraft DNL				Community DNL				Total DNL				DNL-A 2010 3 Qtr.
		1 Qtr.	2 Qtr.	3 Qtr.	4 Qtr.	1 Qtr.	2 Qtr.	3 Qtr.	4 Qtr.	1 Qtr.	2 Qtr.	3 Qtr.	4 Qtr.	
1	St. Augustine Church Elkridge	45	49	47	--	58	63	64	--	58	64	64	--	49
2	Harwood Park	--	--	--	--	--	--	--	--	--	--	--	--	--
3	Lennox Ave. Dorsey	62	64	64	--	59	64	65	--	64	67	67	--	64
4	Hanover	--	--	--	--	--	--	--	--	--	--	--	--	--
5	Harmans E.S. Hanover	--	--	--	--	--	--	--	--	--	--	--	--	--
6	Delmont Church Severn	51	52	53	--	56	62	63	--	57	62	63	--	54
7	Wicklow Woods Ferndale	56	56	56	--	60	65	64	--	61	65	65	--	56
8	Glen Burnie Heights	55	54	55	--	62	64	65	--	63	65	65	--	54
9	Army National Guard Armory, Glen Burnie	--	51	52	--	--	69	71	--	--	69	71	--	50
10	Pumping Station Margate	--	--	--	--	--	--	--	--	--	--	--	--	43
11	Queenstown	--	--	--	--	--	--	--	--	--	--	--	--	--
12	Rippling Woods E.S. Glen Burnie	61	63	62	--	58	64	65	--	63	67	67	--	63
13	Oakwood Park Glen Burnie	49	52	52	--	60	65	66	--	60	65	66	--	51
14	Approach End RWY 15 Right (Outer)	--	--	--	--	--	--	--	--	--	--	--	--	62
15	Approach End RWY 15 Right (Inner)	66	66	66	--	69	69	69	--	71	70	71	--	67
16	Hanover	--	--	--	--	--	--	--	--	--	--	--	--	--
17	Timber Ridge Rd. Timber Ridge	--	--	--	--	--	--	--	--	--	--	--	--	48
18	Approach End RWY 15 Left	60	60	60	--	59	60	79	--	62	63	79	--	--
19	Hollins Ferry Rd. Glen Burnie	71	78	--	--	77	68	--	--	78	69	--	--	68
20	Friendship Park Glen Burnie	62	70	71	--	59	64	64	--	71	71	71	--	71
21	Glen Burnie Park Elementary School	61	62	61	--	60	62	63	--	64	65	65	--	63
22	Columbia	--	57	56	--	--	61	62	--	--	62	63	--	56
23	Quarterfield E.S. Severn	60	--	--	--	59	--	--	--	63	--	--	--	58

*Sites 2, 4, 11, and 16 have been taken out of service and will be re-located. Sites 5, 10, 14, 17, 19 and 23 have malfunctioned and are being repaired. MAA's noise monitoring sites are over 20 years old. A new system is planned for installation in the next few years.

Third Quarter 2011

Monthly Noise Measurements

Aircraft Noise Levels DNL(A)

Site		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	St. Augustine Church, Elkridge	45	46	44	65	49	51	49	46	47	--	--	--
2	Harwood Park	--	--	--	--	--	--	--	--	--	--	--	--
3	Lennox Ave., Dorsey	61	61	62	69	65	64	65	64	64	--	--	--
4	Hanover	--	--	--	--	--	--	--	--	--	--	--	--
5	Harmans E.S., Hanover	--	--	--	--	--	--	--	--	--	--	--	--
6	Delmont Church, Severn	50	49	53	54	56	51	51	54	55	--	--	--
7	Wicklow Woods, Ferndale	55	57	55	58	59	56	56	55	58	--	--	--
8	Glen Burnie Heights	55	54	55	57	58	54	53	54	55	--	--	--
9	Army National Guard Armory	--	--	--	54	50	48	53	52	55	--	--	--
10	Pumping Station, Margate	--	--	--	--	--	--	--	--	--	--	--	--
11	Queenstown	--	--	--	--	--	--	--	--	--	--	--	--
12	Rippling Woods E.S.	60	60	61	62	63	64	63	63	60	--	--	--
13	Oakwood Park, Glen Burnie	47	50	50	65	52	49	54	50	52	--	--	--
14	Approach End R15R (Outer)	--	--	--	--	--	--	--	--	--	--	--	--
15	Approach End R15R (Inner)	63	66	66	67	69	65	66	66	67	--	--	--
16	Hanover	--	--	--	--	--	--	--	--	--	--	--	--
17	Timber Ridge Rd., Timber Ridge	--	--	--	--	--	--	--	--	--	--	--	--
18	Approach End RWY 15L	60	60	60	61	67	60	60	60	61	--	--	--
19	Hollins Ferry Rd., Glen Burnie	58	72	72	64	74	82	--	--	--	--	--	--
20	Friendship Park, Glen Burnie	58	65	62	73	69	70	70	71	59	--	--	--
21	Glen Burnie Park E.S.	60	60	62	66	64	63	62	62	59	--	--	--
22	Columbia	--	--	--	56	55	57	57	56	52	--	--	--
23	Quarterfield E.S., Severn	57	58	64	63	--	--	--	--	--	--	--	--

BWI MARSHALL NEIGHBORS COMMITTEE

The BWI Marshall Neighbors Committee was established in December 1983 and serves as a liaison between the Airport and the surrounding communities to ensure continuing and timely discussion of mutual airport and community interests. The committee serves as a forum for exchanging information, ideas and suggestions.

Such interests include, but are not limited to:

(1) ground access (highways, light rail, etc.)

(2) long-range transportation planning issues

(3) operational changes (construction, maintenance and air traffic control)

(4) noise abatement and other environmental issues

(5) parking and ground transportation

(6) land use planning.

The Neighbors Committee consists of the following groups:

- Columbia Council
- Elkridge Community Association
- Elmhurst Improvement Association
- Glen Burnie Improvement Association
- Glen Burnie Park Civic Association
- Ferndale Area Community Council
- Greater Pasadena Council
- Harmans Civic Association
- Linthicum/Shipley Improvement Association
- Severn Improvement Association
- Timber Ridge Improvement Association

AIRPORT NOISE ZONE

The Maryland Environmental Noise Act of 1974 provides for the protection of citizens from the impact of transportation related noise. The aviation portion of the Act requires the MAA to create a certified Airport Noise Zone (ANZ) to control incompatible land development around BWI Marshall and a Noise Abatement Plan (NAP) to minimize the impact of aircraft noise on people living near the Airport. An ANZ and NAP were first established for BWI Marshall in 1976. Both were updated in 1982, 1988, 1993, and 1998. An updated ANZ was certified on November 6, 2007.

The ANZ is determined by a composite of three noise contours: a base year contour, a five-year forecast, and a ten-year forecast. The largest of the three contours in any area around the Airport determines the outline of the ANZ, thereby offering protection within the largest of the existing or future noise contours.

The contours depict the Day-Night Average Sound Level (DNL) around BWI Marshall. Both the State of Maryland and the FAA require the use of the DNL metric by all airports conducting environmental studies. The FAA also requires the use of its standard computer model for developing noise contours, known as the Integrated Noise Model (INM).

The 2007 ANZ is depicted on the following page.

Third Quarter 2011